


Safety Alert

SA 18 - 302 Assess Corridor Safety

	<p>Audience</p> <ul style="list-style-type: none"> • All Infrastructure and Services employees 	<p>Contact:</p> <p>Graham Jackson, Director Safety and Engineering Systems 9422 5450 Kylie Mills, Associate Director Safety Services 9200 0243</p>
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Assess Corridor Safety (ACS)

Background

In 2016 Sydney Trains introduced a new Certification that permits qualified people into the Rail Corridor to conduct inspections and risk assessments. Sydney Trains extended this qualification to contractors and staff and permitted limited works in the corridor (not in the Danger Zone) without Protection Officer Supervision. However TfNSW maintained its Standard and does not permit any works in the Rail Corridor without a Protection Officer in attendance. Over the last few months there have been a number of incidences observed where this requirement has not been met over the past few months. The purpose of this alert is to clarify these requirements.

TfNSW Requirements:

For all TfNSW Rail Sites the ACS holder will only be permitted to:

- Enter and walk only in the Rail Corridor
- Remain only in the cess area and not to enter or walk in the Danger Zone
- Assess risks only for themselves and not escort or supervise others
- Obtain the use of a Worksite Protection Officer if work will take place or more than one person without ACS needs to enter the Rail Corridor
- All works in the Rail Corridor need to have a Protection Officer in place as per the TfNSW Rail Safeworking Arrangements Procedure.

Sydney Trains Interpretation:

For Sydney Trains works Assess Corridor Safety (ACS) has been introduced to allow the holder to:

- Enter the Rail Corridor to assess risks
- Assess the potential for work activity/equipment to encroach the Danger Zone
- To work in the Rail Corridor but not in the Danger Zone
- To walk in the Danger Zone under NGE 200

Actions Required

- TfNSW employees and contractors to make themselves conversant with the TfNSW requirements of ACS and be mindful of the differences and expectations that Sydney Trains have communicated to their workforce which is not in line with TfNSW Rail Safeworking Arrangements Procedure.

Issued and authorised by the Director Safety and Engineering Systems

Signature _____



Name: Graham Jackson, Director Safety and Engineering Systems

Dated: _____

29/8/2018